



PORT OF PORTLAND

**DAILY DIARY**PORSF  
11.3.31.5.1PAGE 1 OF 3PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Tuesday, January 23, 2001 REPORT NO. 002WEATHER Windy, Partly Cloudy to Overcast, PM - Light Rain TEMPERATURE 45 - 48**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**Hickey Marine - Superintendent, Operator, Pile Buck**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):**Hickey Marine - SeaHawk Manitowoc 3900 Crane Barge, Dredge Barge, 6 c.y. Clam Bucket, Outboard Boat**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

7:15 am Per telecon with Gail (OPS), she informed me that the next scheduled ship would tie up at the 1145 foot mark of Berth 604. Hickey should stay downstream of that location.

8:15 am Per telecon with Greg (Hickey), the crane barge was on the way to Terminal 6. I notified Greg to stay downstream of the 1145 foot mark of Berth 604.

Per telecon with Walt (Port Engineer), the new generator arrived at the Port Dredge site.

9:30 am Hickey arrived at Berth 604 with the SeaHawk crane barge and an empty 7 bin dredge barge.

Greg was marking the hold and bucket crane lines with paint for tracking depth below river level. I observed that the barge draft was at the 5 foot mark.

10:00 am I met with Walt (Port Engineer) on the crane barge. We observed the steel plate placement in each of the 7 empty barge bins. Greg Perkins (Hickey) continued painting the crane cable lines.

10:20 am Hickey began dredging at approximately the 1200 foot mark.

10:30 am Rob Cook (Navigation Manager) arrived on site. Per telecon with John (Port CCM), I informed him that the dredging had just begun.

Walt informed me that I should request that the 2 container cranes at Berth 604 be moved away from the work area. I contacted Lety (OPS) and requested that Crane No.373 and No.374 be moved beyond the 1200 to 1600 foot work area of Berth 604.

I observed the dredge operation and noted that the dredge material was not easily going through the 4 inch screen.

10:45 am I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

I observed that there was steel bar and other debris collecting on the 4 inch screen over the barge bin.

11:10 am Hickey used water, placed with the clam bucket, to wash the dredge material through the screen. They also repeatedly removed and replaced material back onto the screen. These procedures appeared to work fairly well, but obviously decreased dredging productivity.

John Childs (Port Environmental) arrived on site.

11:50 am I informed John (Port Environmental) that I would inform Hickey that they needed to change their dredging operation if I observed turbidity within 100 feet downstream of the dredge bucket. John (Port Environmental) left the site.

12:10 pm Walt (Port Engineer) left the site.

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12:20 pm I noted that the dense turbidity plume created by the dredging operation was concentrated within the area 50 feet downstream of the dredge bucket. Hickey manually removed debris from the top of the 4 inch screen. Marcel (Port Project Manager) left the site.

12:30 pm Per telecon with John (Port CCM), the dredging schedule for Berth 503 was tentatively Wednesday afternoon or Thursday morning. I confirmed that Hickey was planning to use only one barge, fitted with steel plates, for the dredging operation at Terminal 5 and Terminal 6.

12:35 pm Hickey resumed dredging after a lunch break. I observed logs, turnbuckles, wire, and rubber fender units amongst the dredging debris. Dredge Barge Bin No. 4 (under the 4 inch screen) was filled with water. The water was spilling over into the adjacent bins.

1:00 pm John (Port CCM) and Chuck Wiley (Port Survey Manager) were on site to observe the dredging operation.

1:20 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Per telecon with Greg (Hickey), he indicated that he observed some bolts and a turnbuckle falling through the 4 inch screen. I requested that he classify the debris type and estimated quantity. He indicated that the debris would be placed in the end bins for everyone to observe. Greg informed me that they would keep the screen at the center bin location, Bin No. 4, and allow the dredge material to overflow into the 2 adjacent bins. This procedure would minimize the number of screen moves and increase dredging productivity. I informed Greg that the dredge material in the center filled bin should be removed to allow 2 feet of freeboard.

2:00 pm John Childs returned to the site. We observed that the turbidity from the dredging operation appeared to be limited to about 50 feet downstream from the dredge bucket. John pointed out that page 3 of the Terminal 6 Dredge Permit stated that the turbidity standard could be exceeded for a maximum of 2 hours.

I noted that the dredge barge draft was at the 7 foot mark at the downstream end of the barge.

2:25 pm Per telecon with Greg Perkins (Hickey), they planned to dredge until 6:00 pm tonight. I informed Gail (OPS) that dredging would cease at 6:00 pm. I inquired if Berth 607 was available to berth the dredge barge tonight. She indicated that Berth 607 was available. Per telecon with Jeff (Port Dredge Captain), due to the partial barge load, there was no need to bring the barge to Berth 607. He indicated that Hickey could tie up the barge to the outboard side of the Port crane barge.

2:30 pm I observed that there was miscellaneous steel and wood debris removed from the dredge material by the 4 inch screen.

Per telecon from John (Port CCM), Hickey will tie up the dredge barge at Berth 604 overnight and bring the barge to the Port Dredge crew at 7:00 am tomorrow morning. According to John, Hickey will move to Terminal 5 on Thursday morning. After the Port Dredge crew emptied the barge on Friday, Hickey would return to Terminal 5 on Saturday morning.

I notified Gail (OPS) that the barge would remain at Berth 604 overnight. Gail informed me that the lines should be tied around the steel fender piles and not on the cleats or bollards on the Berth 604 deck. I notified Greg Perkins (Hickey).

3:00 pm Per telecon with Marcel, I gave an update of the dredging progress.

Per telecon with Alan G. (Port Dredge Operator), the barge should be tied up to the mooring buoy at the upstream end of the crane barge. Alan inquired about the radio channel for Hickey operations.

Per telecon to Greg Perkins (Hickey), I informed him of the Berth 604 tie up procedure and the mooring buoy at the Port Dredge site. Greg stated that Hickey used radio Channel No. 6.

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3:10 pm I met with John Childs and Hart Crowser (Environmental Consultant) at the site. John indicated that they were not able to sample today due to a dead battery on the Port boat. They planned to sample at Terminal 5 later this week.

I observed a large diameter tree trunk being removed from the river in the clam bucket.

3:20 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket during the dredging in the 1300 to 1350 foot area of Berth 604.

3:40 pm John Childs and Hart Crowser left the site.

4:00 pm Hickey moved the dredge barge and the crane barge downstream to begin the dredging of the 1350 to 1400 foot area of Berth 604. Dredge barge Bin No. 4 was filled with dredge material. Bin No.3, 5 and 6 were partially to completely filled with water. I could not determine the quantity of dredge material in the bins.

4:30 pm Hickey removed the hold and bucket lines in order to remove the 4 inch screen from Bin NO.4.

4:45 pm The 4 inch screen was placed on Bin No.3.

5:00 pm I contacted Perkins and inquired if the soil in Bin No. 4 would be removed to allow 2 feet of freeboard as per the contract. He indicated that he would call his boss. I notified John (Port CCM). Walt (Port Engineer) was not available. The Tidewater tugboat arrived 1 hour early.

5:15 pm Per telecon to Marcel (Port Project Engineer), I confirmed that there should be 2 feet of freeboard to allow for added water at the Port Dredge site. I informed Marcel that the barge would remain at Berth 604 overnight.

5:25 pm Tidewater moved the barges from the site. I was unable to reach Perkins (Hickey). I left a voice message for Greg Speyer (Hickey) to contact me. I noted the dredge barge draft at 8 and 11 feet at the downstream and upstream ends of the barge respectively.

5:40 pm The tugboat rotated the crane barge around and placed the dredge barge against the Berth 604 fender piles. Hickey tied up the dredge barge and was moved off site by Tidewater. I confirmed that the dredge barge was tied up to 2 steel fender piles.

6:15 pm Per telecon to Greg Speyer (Hickey), I indicated that I requested 2 feet of freeboard in the barge bin that was filled with dredge material. According to Greg, the soil should settle out and if not, the material should be soupy enough to pump out.

TESTS PERFORMED: \_\_\_\_\_

PROJECT : Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090

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**PHONE LOG:**

**SITE PHOTOS/VIDEOS TAKEN:**

**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**

INSPECTOR                      Frank Schmidt                      HRS                      DATE

(signature on hardcopy)--